

四拜禮 號三十月八年英曆香 THIRTY DOLLARS  
PER ANNUM.

## Mails

—(0:)

**For Further Particulars, apply to**

H. A. RITCHIE, Superintendent

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS:

Steamers will call at **SOUTHAMPTON** to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION)

STEAMERS.	SAILING DATES
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PRINZESS IRENE ..... THURSDAY, 5th September.

PRUSSEN: .....	THURSDAY, 19th September.
HAMBURG, Hamburg-Amerika Linie .....	WEDNESDAY, 2nd October.
SACHSEN: .....	WEDNESDAY, 16th October.
SAAR: .....	WEDNESDAY, 30th October.

KIAUTSCHOO, Hamburg-Amerika Linie .....	WEDNESDAY,	13th November.
BAYERN .....	WEDNESDAY,	27th November.
STUTTGART .....	WEDNESDAY,	11th December.
KONIG ALBERT .....	WEDNESDAY,	25th December.

PRINZESS IRENE.....	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH.....	WEDNESDAY, 22nd January, 1902.
PREUSSEN.....	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie.....	WEDNESDAY, 19th February, 1902.

ON THURSDAY, the 5th day of September, 1901, at NOON, the Steamship "PRINZESS  
IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wetlin, with PASSENGERS,  
PASSENGERS, SPECIE and CARGO, will leave this port for HAMBURG, at 11:00 AM.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd September, Cargo and

Specie will be received on Board until 5 P.M. on WEDNESDAY, the 4th September, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO.**

Hongkong, 16th August, 1901.

### Hotels.

# HONGKONG

# HOTEL

# HOTEL.

# HOTEL.

100

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

**Military Band during dinner on Saturday Nights**

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Hongkong, 15th November, 1900. [23]

# HOTEL CRAIGIEBURN,

For Terms, &c., apply to the **MANAGER**

Hongkong, 2nd July, 1999. 16

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W H POTTS & Co

W. H. LUTTS & CO.,  
3, QUEEN'S BUILDINGS.  
WINE, SPIRIT AND CIGAR

WINE, SPIRIT AND CIGAR  
MERCHANTS.  
DIRECT IMPORTERS

ALHAMBRA CIGAR,  
"KIPIN" BEER

**RITA BEER,  
HARVEY'S OLD VINTAGES.**



100



## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

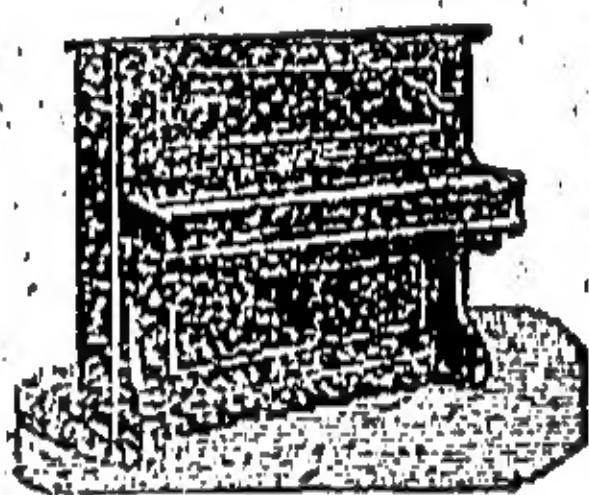
THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE  
ROBINSON  
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVORITE SUMMER COLLAR  
18 INCH "LEADER"  
BATH GOWNS,  
OVERLAND TRUNKS.  
Hongkong, 20th July, 1901. [671c]KELLY & WALSH, LD.  
NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGATION IN PEKING, by Nigel Oliphant \$3.00  
THE REAL CHINESE QUESTION, by C. Holcombe 1.50  
ALL THE WORLD'S FIGHTING SHIPS, by F. T. Jane 9.50  
ROYALTIES OF THE WORLD, by Earl Roberts as a Soldier in Peace 6.75  
AND WAR, by Capt. W. E. Cairnes 3.50  
HOW TO INVEST AND HOW TO SPECULATE, by C. H. Thorpe 3.00  
BEAUTY'S AIDS: OR HOW TO BE BEAUTIFUL, by Countess C. 2.25

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,  
Remnants, Toys, Dolls, Gentlemen's Hats,  
Half Hose and Gloves.R. G. HECKFORD,  
Manager.

OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVORITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!  
Hongkong, 22nd July, 1901. [1776c]

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamel, &c., &c.  
Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.  
Hongkong, 25th July, 1901. [1777c]

To-day's  
Advertisements.HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED.  
By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 22nd August, 1901. [1901c]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON  
SATURDAY, the 24th August, at 11 A.M.,  
on the NEW PARADE GROUND,  
144 Barrels MCEWEN'S EDINBURGH  
ALE (36 Gallons each).  
TERMS:—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 22nd August, 1901. [1902c]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON  
SATURDAY, the 24th August, 1901, at Noon,  
MITSUI BUSSAN KAISHA'S GODOWNS,  
(In Good Order and Condition),  
1 VERTICAL BOILER, 1 No. 6 PUL-  
SOMETER STEAM PUMP, 2 DUPLEX  
PUMPS for Boiler, 1 No. 4 PULSOMETER  
STEAM PUMP, 2 Lengths SUCTION  
HOSES, 2 STOP VALVES for Pulsometer  
Pump, 2 CHECK VALVES for Boiler,  
4 Lengths 4 in. IRON PIPES, 2 STOP VALVES  
for Duplex Pumps, and 4 Lengths 3 in. IRON  
PIPES.  
TERMS:—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 22nd August, 1901. [1904c]

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Base Commissariat Officer to sell by  
PUBLIC AUCTION,  
ON  
SATURDAY, the 24th August, at 11 A.M.,  
At the Base Commissariat Depot,  
New Parade Ground,  
A QUANTITY OF  
DAMAGED AND CONDEMNED  
STORES,  
Comprising:—  
30 Bags IRAN, 100 Bags GRAIN (Crushed),  
10 Tons OATEN HAY (loose), 10 Tons  
FIREWOOD, 20 TARPULINS, CAMP  
CHAIR and TABLES, &c., &c.  
TERMS:—As Usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 22nd August, 1901. [1933c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Roach, will be despatched for the  
above Ports, on SUNDAY, the 25th instant,  
at 9 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 22nd August, 1901. [1900c]

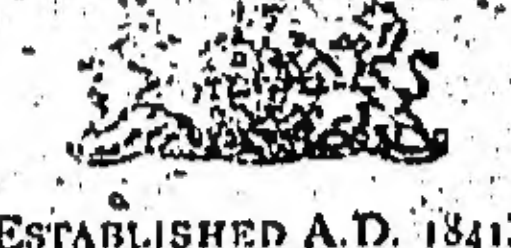
To-day's  
Advertisements.THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"PERLA,"  
Captain J. E. McArthur, will be despatched as  
above on SATURDAY, the 24th instant,  
at Noon.  
The Attention of Passengers is directed to  
the Excellent Accommodation provided by this  
Steamer. She is fitted throughout with the  
Electric Light and is supplied with a Refriger-  
ating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 22nd August, 1901. [1892c]

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Steamship  
"CATHERINE APCAR,"  
Captain S. H. Belson, will be despatched for the  
above Ports, on SUNDAY, the 25th instant,  
at Daylight.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
General Managers.  
Hongkong, 22nd August, 1901. [1893c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

## WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED  
E  
BLEND.  
VERY OLD LIQUEUR  
SCOTCH  
WHISKY.

Pronounced by Connoisseurs to  
be the BEST BRAND in the FAR  
EAST.

Per Dozen . . . . . \$15.00

The following Blends are also recom-  
mended, and are unsurpassed  
in quality:—

A.—THORNE'S BLEND . . . . . \$10.80  
B.—GLENROCHY, MELLOW  
BLEND, a fine 'Soda'  
WHISKY of great age. . . . . 10.80  
C.—ABERLOUR-GLENLIVET . . . . . 12.00  
D.—H.K.D., BLEND of the  
Finest Old Malt Scotch  
Whiskies . . . . . 14.40

A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 22, 1901.

REUTER'S TELEGRAMS.  
FRANCE AND RUSSIA.

LONDON, August 20th.  
The French press regards the forthcoming  
visit of the Tsar to France as a fresh pledge  
of friendship. The Tsar will be accom-  
panied by the Tsaritsa.

Before landing at Dunkirk, the Tsar will  
accompany President Loubet to review the  
Northern squadron.

LATER.  
THE ROYAL VISITORS AT  
CAPETOWN.

The enthusiasm of the reception of the  
Duke and Duchess of Cornwall and York at  
Capetown has dispelled all misgivings as to  
the prudence of the visit, and the press  
regards the circumstance as a very hopeful  
sign.

THE TSAR TO MEET EMPEROR  
WILLIAM.

The Tsar will meet the German Emperor  
at Danzig en route to Dunkirk.

## WEATHER REPORT.

The Observatory report says:—  
On the 22nd at 11.55 a.m. the barometer has  
fallen slightly over the Philippines. Pressure  
is low apparently over the Pacific to the N.E.  
of Luzon, and high to the E. of Japan. Gradients  
slight for E. winds on the China coast, and for  
S.W. winds over the middle part of China Sea.  
Forecast:—E. or varying winds, light showery.

## LOCAL AND GENERAL.

As notified in the Gazette Mr. E. Osborne has  
been re-appointed to the Sanitary Board for a  
further period, and thanked for his past services.

The Sanitary Board unanimously agreed to the  
closing of the well at the back of the market,  
Hunghom. The sample of water from this well  
was found on analysis to contain distinct traces  
of sewage matter.

MR. BANVARD of the Banvard troupe is pass-  
ing through on his way to Australia to engage  
the very best collection of artists that can be  
procured for money. He expects to return in  
October with a company of at least eighteen.

At yesterday's collapse we should have men-  
tioned that the Fire Brigade were first on the  
scene, and had already got the body of the un-  
fortunate bricklayer out before Mr. Wolfe and  
his coolies turned up. This was very smart  
work.

THE Kokumin Shimbu of the 8th inst. says  
the Tea Trust by the Japanese and American  
merchants is on the point of a satisfactory  
formation. There is not now any opposition  
among the parties concerned. The authorities  
concerned are doing their best for the sake of  
the cooperation.

CADET W. H. N. DEANE, of H.M.S. Worcester,  
has obtained the King's Gold Medal for 1901,  
the highest honour a cadet can take in the  
training ship, and the Lord Brassey Prize for  
an essay on "The Navy League, with a St.  
John Ambulance and two sports prizes. He is  
the second surviving son of Captain J. R.  
Deane, the Harbour Master of Bombay.

WE regret to learn, says the *Fochoo Echo*  
of the 17th inst., that the wrecked *Sobraon* was  
unable to withstand the fury of the late storm.  
It is reported that she broke in half and sank  
in the deep water outside the ledge of rock on  
which she rested. Great as the disappointment  
must be to the syndicate interested, it is  
satisfactory to know that the value of the sun-  
dries salvaged is larger than the expenditure for  
cost and expenses incurred.

THE coatless man puts a careless arm  
Round the waist of the hatless girl,  
As over the dustiest and muddest roads  
In a horseless carriage they whirl;  
Like a leadless bullet from a hammerless gun,  
By smokeless powder driven,  
They fly to taste the speechless joy  
By endless union given.

Though the only lunch his ceaseless purses  
Is a bowl of soup, the means  
Is a bowl of soup, the means  
With a 'side' of stringless beans,  
He puffs a tobaccoless cigarette,  
And laughs a mirthless laugh  
When papa tries to coax her back  
By wireless telegraph.

A CORRESPONDENT of the *N. C. Daily News*  
signing him—or herself "Mermaid," in a letter  
on the subject of the proposed public swimming  
bath for Shanghai, submits the following good  
suggestions:—If the ratepayers are disposed to  
be generous at the forthcoming meeting, I trust  
the promoters of the public bath scheme will be  
able to put something definite before the meet-  
ing; such as five baths all in a row; No. 1 for  
the upper ten of foreigners (No. 2 for the plebs  
and the stranger within our gates; No. 3 for  
Asiatics, other than Chinese; No. 4 for  
Europeans; and No. 5 for Chinese. The water  
to be changed from No. 1 to No. 2, and so on  
daily, and then run off from No. 5. Such a  
method is not unknown in Europe (for different  
classes of the same nationality of course), and  
each class to pay so much per month, and make  
the baths self-supporting.

A HOME paper remarks:—General Lytton's  
speech at Stourbridge on the 19th ult. adds one  
more to the numerous testimonials of character  
which the Boer—the genuine burgher—has  
received from British officers. The General has  
found the Boer a brave enemy, and while  
admitting that "naughty things have happened,"  
he believes them to have been the work of the  
real Boer put off the cosmopolitan social  
African which has risen to the top of the South  
African stew. The atrocities committed have,  
he thinks, been the work of the foreign riff-raff  
serving with the Boer forces. We have no  
doubt that this is largely true, and if its truth  
is less complete than General Lytton be-  
lieves, it is none the less desirable that we should  
emphasize the characteristics of the majority  
rather than the minority of the men who will  
be our fellow-citizens within the Empire.

A HOME paper of the 18th ult. says:—The  
charge against H. J. Turner Smith, landlord  
of the Swan Hotel, Alton, of refusing to serve  
soldiers in uniform was concluded at Winches-  
ter Quarter Sessions yesterday. It having  
been alleged that soldiers had frequently been  
refused refreshments by different publicans  
because they were in uniform, the Treasury,  
at the instance of the War Office, decided to  
take a test case. The prosecution alleged that  
several non-coms. went to the Swan after a  
football match in a sober and quiet state, that  
the barmaid refused to serve them, saying that  
by her master's orders she could not serve  
soldiers in uniform. The defence was that the  
men were refused solely because some of their  
number wore the "worst" for drink. The jury  
after an eight-hour hearing, found that the  
defendant was guilty of refusing without sufficient  
cause. Defendant was fined £10. The chair-  
man said that had defendant answered the  
letters from the authorities instead of ignoring  
them, he would probably have heard nothing  
more of the matter.

The Sanitary Board officials are keeping  
busy looking after the proper time-washing of  
houses for the past fortnight; 190 houses have  
been cleaned, bringing the total up to 767.

MESSRS. McAuliffe and Slavin are busily  
engaged making the necessary arrangements  
for giving an evening's entertainment. If suc-  
cessful it should be the best of its kind yet seen  
in Hongkong.

MR. OSBORNE ON THE MEMO-  
RANDUM ON THE PETITION.

At to-day's meeting of the Sanitary  
Board the following remarks by Mr. Osborne  
on the Memorandum of Messrs. Lockhart, May  
and Chatham were laid before the Board:—

MEMORANDUM PARA. 4.  
It was Mr. Chadwick who first suggested  
the separate system of drainage in part, and  
finally endorsed its adoption for the whole  
city. The supply of water is sufficient for the  
purposes of that system and the necessary  
flushing tanks have been provided.

REMARKS.  
Mr. Osbert Chadwick in his Report dated  
1882 wrote "Artificial flushing should there-  
fore be provided. It will not be necessary to  
use water from the waterworks for this pur-  
pose. The potential flow of the nullahs will  
in most cases suffice."  
On May 30th 1901 it was resolved "That  
the Board recommend the Government to  
utilize all the fresh water which now runs to  
waste in the trained and untrained nullahs of  
the City by building dams and forming tanks  
for the sewers and storm water drains."

This resolution was seconded by the Acting  
Director of Public Works, one of the signatories  
of the Memorandum, and carried unanimously.  
That the necessary number of flushing tanks  
have not been provided is evidenced by the foul  
smells emanating from the sewers on the  
lower levels.

MEMORANDUM PARA. 4.  
Dr. Clark agreed to the resolution as to the  
height of buildings made to apply only to  
houses erected on land sold after the passing  
of the Ordinance (34 of 1899).

REMARKS.  
At the meeting of the Sanitary Board held  
on September 14th, 1899, it was resolved:—  
"That a letter be written to the Government  
to the effect that the Board advocated the re-  
duction in the height of buildings on the  
ground that the best preventative of plague is  
the admission of light and air into dwellings,  
but they are unable to prove by statistics  
that the inclusion of Section 6 (a) will effec-  
tually check the spread of the disease. To  
avoid any further delay, however, the Board  
in these circumstances are prepared to acquiesce  
in an amendment of Sec. 6 (a) to read as  
follows:—'No building erected on land acquired  
from the Crown after the passing of this  
Ordinance shall exceed in height one and a  
half times the width of the street upon which  
such building fronts.'"

It is clear from the above that the Board  
were forced into acquiescence in order to avoid  
further delay in the matter; the Board's Original  
recommendation having been made in 1898.

MEMORANDUM PARA. 6.  
The statement quoted in Para. 9 that Mr.  
Chadwick had recommended that the ground  
surfaces of all dwellings should be concreted  
and that such concreting was not required till  
1894 is inaccurate.

REMARKS.  
Para. 17 of Mr. Chadwick's Report "Earthen  
floors should be prohibited, all floors should  
be of concrete." Until  
1894 the law allowed floors to be covered with  
tiles laid on earth, the concreting being appar-  
ently optional.

MEMORANDUM PARA. 6.  
In 1894 the financial condition of the Colony  
appeared to the Unofficial Members to be in  
such an unsatisfactory state that they asked  
for and obtained a Committee with a view to  
effecting retrenchments. It is difficult there-  
fore to see how an Improvement Fund could  
have been created except by a further loan or  
by increased taxation.

REMARKS.  
The Sanitary Board did not ask for an Im-  
provement Fund till 1st March, 1900, when  
the finances of the Colony were in a flourish-  
ing condition. One of the signatories of the  
Memorandum was himself a prime mover in  
this question of a Trust Fund.

MEMORANDUM PARA. 7.  
"With regard to para. 10, it may be noted  
that there was no necessity to offer a premium  
for the best design of Chinese house, because  
several designs have been gratuitously offered."

REMARKS.  
So far as the Members of the Sanitary Board  
and the public are aware, these gratuitous  
designs were not offered until nineteen months  
after the Board had recommended the offer of  
a premium. The recommendation was made  
on 26th October, 1899, and Mr. Turner's design  
was submitted to the Board on 30th May, 1901.

MEMORANDUM PARA. 8.  
The complaints referred to (viz)—hawking  
over the walls by an individual member of the  
Sanitary Board, and on investigation were  
found, as far as any actual nuisance was con-  
cerned, to be exaggerated.

REMARKS.  
The hawking nuisance was reported on by  
Messrs. McKie and Osborne, the Quarterly In-  
spection Committee, in their report dated  
27th December, 1900, and their remarks were  
supported by a majority of the Board.

MEMORANDUM PARA. 9.  
"And the only remedy (referring to the foul-  
ing of the drains) appears to be . . . the  
more efficient control of the hawking of  
vegetables, sugar cane and fruit in the streets."

REMARKS.  
In para. 8 of the Memorandum it is stated  
that the complaints as to hawking in the  
streets on investigation were found as far as  
any actual nuisance was concerned, to be  
exaggerated.

MEMORANDUM PARA. 10.  
Regarding the latrine at Shek Tong Tsui, it  
was not an entirely new latrine . . . that  
was recommended at the end of 1896, but an  
enlargement of the already existing latrine at  
that spot.

REMARKS.  
Extract from the minutes of a meeting of  
the Sanitary Board held on November 5th,  
1896:—  
"That a letter be addressed to the Colonial  
Secretary requesting that a latrine of twenty  
seats be erected at or near the site of the existing  
latrine, in the immediate vicinity of the existing  
degraded structure adjoining site of the old  
Slaughter House."  
It was therefore an entirely new latrine,  
which was asked for.

MEMORANDUM PARA. 10.  
The Sanitary Board asked the Government  
in December, 1896, to put up a latrine. This  
spot (Kowloon Point) and in January, 1897,  
addressed the Wharf and Godown Company  
on the subject of providing increased latrine  
accommodation for their employees. The

question of erecting a Government latrine was  
postponed pending the passing of the Ordinance  
referred to. Since the passing of the  
Ordinance the Sanitary Board has not made  
any formal application under the Ordinance  
for a site in this locality to be set aside for a  
latrine, perhaps because the existence of a  
privately owned latrine rendered the necessity  
less urgent.

REMARKS.  
The Sanitary Board decided to address the  
Government and the Godown Company at the  
same meeting, namely on December 17th,  
1896. This shows that the Sanitary Board  
did not contemplate that the Wharf and  
Godown Company's latrine should be used by  
the large number of coolies travelling by the  
Ferry, now amounting to over 10,000 per day,  
nor for the growing Chinese population of  
Kowloon Point.

MEMORANDUM PARA. 10.  
"As to the want of urinal accommodation  
referred to in para. 12, steps have been taken  
1895 year to further increase the accommoda-  
tion."

REMARKS.  
The further increase cannot be said to have  
come too soon, as there are only four one-man  
urinals in the City, for a male population of  
about 140,000.

MEMORANDUM PARA. 13.  
"It is worth noting that from the 6th May  
1899, up to the 9th Aug., 1900, no fewer than  
31 houses have been closed either in whole or  
in part as unfit for human habitation at the  
instance of the Medical Officer of Health  
under the powers referred to, but that that  
officer had not previously taken any action in  
this direction till reminded of these powers by  
H. E. the Governor."

REMARKS.  
The minutes of the Sanitary Board show that  
the Medical Officer of Health reported houses  
to the Sanitary Board as unfit for human  
habitation on the following dates:—27th Feb-  
ruary, 1896, 27th September, 1897, 30th Sept.  
1897, 10th March, 1898, 3rd November, 1898,  
2nd March 1899. I learn moreover that during  
the year 1900, 4,149 nuisance notices were  
served by the Board, in respect to insanitary  
properties.

MEMORANDUM PARA. 14.  
Nevertheless we deem it right to point out  
that under Ordinance No. 9 of 1867, Section 14,  
Dr. Ayres had very considerable powers which  
we cannot find any record of his having ever  
utilized.

REMARKS.  
In the annual report for 1881 of the Colonial  
Surgeon will be found records of prosecutions  
in respect of the insanitary condition of pre-  
mises, showing 252 prosecutions and 222 con-  
victions. The Report for 1882 shows 163  
prosecutions and 142 convictions.

MEMORANDUM PARA. 16.  
In spite of the many workers and of the most  
drastic remedies the epidemic, though un-  
doubtedly confined within narrow limits,  
was not got under one day sooner  
than it ceased of its own accord in the neigh-  
bouring City of Canton.

REMARKS.  
Neither the Government nor the Sanitary  
Board nor the authors of the memorandum  
could possibly have had any reliable particulars  
from Canton concerning plague, the only  
alleged source of information being the coffin  
ships. To be able to confine an epidemic of  
plague within any limits at all, supports Dr.  
Kewen's statement quoted in para. 16 of the  
memorandum.

MEMORANDUM PARA. 16.  
Regarding the alleged insufficiency of Sanitary  
Staff, it was in consequence of a recom-  
mendation made in 1899 by a Select Com-  
mittee of the Sanitary Board based upon a report  
by Dr. Clark, himself, that the number of In-  
spectors was fixed at 20.  
Mr. Osborne, a member of the Sanitary  
Board then, and now, must have been also  
satisfied that any Inspector's visit at least once  
in two months to each floor of his district was  
reasonably sufficient.

REMARKS.  
Extract from Mr. Osborne's speech at the  
Sanitary Board meeting held on 28th Septem-  
ber, 1899:—

"From the figures given me by the Medical  
Officer of Health it would appear that there are  
about 2,000 floors in each district and these  
floors are supposed to be visited once every  
two months—taking into account the number of  
floors to be visited and the time at the disposal  
of the Inspectors it works out according to my  
figures to something like 23 minutes per floor.  
That is to say that the Inspector in these awful  
summer months can only visit each floor  
once every two months and spend not more  
than 23 minutes in each. That is a physical  
impossibility. I defy the strongest man to do  
it in 23 minutes but in four times that period  
I argued from that that there were not sufficient  
men to do the work. On these grounds I  
considered there ought to be more men."

From the figures which I worked out I make  
out that we should require a great many more  
men, but of course I know it is no use asking  
too much and therefore I agree with the report.  
Copy of Mr. Osborne's minute dated 29th  
August, 1899, on Report referred to in the Memo-  
randum. According to Medical Officer of Health  
there are roughly 2,000 floors in each district  
and these floors are supposed to be visited dur-  
ing the above period once every two months.

The Inspector's office consists of two  
hours (2 to 4 p.m.) and his working days num-  
ber 252 as follows:—

Days in year . . . . . 365  
Deduct 52 Sundays . . . . . 52  
52 Saturdays . . . . . 52  
9 Holidays . . . . . 9  
252 x 2 = 504 hours 2,000 floors visited 6 times  
a year = 12,000 visits occupying 504 hours,  
gives less than 23 minutes per visit. The figures  
need no comment. I consider each floor should  
be visited once a month and that 15 minutes  
is not too much to allow for each visit. This  
would keep the Inspectors constantly em-  
ployed all day thus.

MESSRS. MAY AND CHATHAM'S  
REPLY.

The following statement of comments by  
Hon. W. Chatham and Hon. F. H. May in  
reply to Mr. Osborne's remarks relative to the  
memorandum was laid on the table at the  
meeting of the Sanitary Board, this afternoon.

COMMENT ON COVERING LETTER.  
(1) The inference drawn does not logically  
flow from the premises. The true inference  
to be drawn is that the Board is in a measure  
responsible, namely in so far as it has been  
entrusted with the exercise of certain powers.  
(2) The Petition does misrepresent facts, e.g.  
what states that "for nineteen years the con-  
dition of Hongkong has remained practically  
as insanitary as when Mr. Chadwick came and  
reported on it (Para. 7) and asserts that 150  
as anything practically resulting from the Sanitary  
Commission of 1881 might never have been  
appointed." (Initialed) W. C. and F. H. M.

COMMENTS ON MR. OSBORNE'S REMARKS.  
Para. 4. The plan for the sewerage of the  
City drawn by Mr. Chadwick was submitted in  
and approved of by Mr. Chadwick. The



plans provided for flushing tanks. If they were not adequate, it is inconceivable that Mr. Chadwick would have approved them.

Whether or not, subsequent experience has shown that additional flushing tanks are necessary in the future.

Para 4.—One of the statements in the petition to which exception was taken in the memorandum is that "Ordinance 34 of 1899 was enacted in an unenacted form, the more drastic remedies recommended by the Sanitary Board with a view to the betterment of the Sanitary Condition of the Colony having been deleted therefrom."

That is hardly an accurate description of what really occurred.

The Bill was referred to the Board and the Board "acquiesced" in certain modifications.

Para 6.—The statement in the Petition was that concrete of floors was not required till 1894. The remark now made practically admits that concrete was provided for.

Para 7.—In the first place the complaint in the Petition is that Mr. Chadwick's (and not the Board's) recommendation for an improvement Fund had not been carried out.

In the second place the writer does not attempt to show that even in 1900 was the Government in a financial position to endow such a Fund.

Para 7.—The remark does not disprove the accuracy of the statement in the memorandum.

Para 8.—The report that it was thought, from the wording of the paragraph, was particularly referred to was one from Major Brown, R.A.M.C., which was forwarded to Government by the Board and found to be exaggerated.

Para 9.—It is not claimed in the memorandum that nuisances caused by hawkers do not exist.

Para 10.—Nevertheless, the inference to be drawn from the statement in the Petition is that latrine previously existed on the spot.

Para 10.—In the memorandum it is not stated that the Board did so contemplate.

An explanation of the Board's not making application for a latrine at the spot is merely hazardous.

Para 10.—That is so.

Para 13.—It is not a question of what houses were reported as unfit for human habitation, but of what action was taken on the reports.

The records at the Magistracy show that, with the exception of one single ground floor closed in 1898, no premises were closed by order of the Magistrate till May, 1899.

That 4149 Nuisance Notices in respect of insanitary properties were served is not in any sense pertinent to the question.

Para 14.—What is stated in the Memorandum is the fact.

The prosecutions referred to by Mr. Osborne were instituted under Ordinance 14 of 1845 for Nuisances, and not for over-crowding, and the insanitary condition named, at in Ordinances 9 of 1867 and 7 of 1883 and the fees inflicted, as the records at the Magistracy will show, varied from ten cents to a few dollars.

Para 16.—One of the signatories of the Memorandum visited Canton with Dr. Lawson when the Plague had ceased here in 1894, for the express purpose of ascertaining whether the plague had ceased there. A visit to the City and the Canton Plague Hospital showed that it had.

Para 16.—The fact remains that Mr. Osborne signed the report of the Select Committee appointed to consider the adequacy of the Sanitary Staff.

The signatories of that Report (Dr. Atkinson, Dr. Clark and Mr. Osborne) stated, "We also recommend the appointment of three additional First Class Inspectors of Nuisances, whose services will be mainly employed in connection with Overcrowding, House-Drainage and Food Adulterations."

In spite of Mr. Osborne's elaborate calculations, there is not a word in the Report about any extra inspectors for ordinary daily inspection duty.

(Signed) W. CHATHAM.  
F. H. MAY.

21st August, 1901.

## THE COCHRANE STREET COLLAPSE.

The clearing away of the wreckage is nearly completed. One body was found this morning which will be the last, as those in charge have been able to ransack the remaining litter and have found nothing. It will be interesting to watch how the Chinese contractor will go about strengthening the dangerous walls and rebuilding.

## PUBLIC HEALTH ORDINANCE OF 1901.

Dr. Clark, Medical Officer of Health suggested that Dr. W. W. Pearce should be deputed by the Sanitary Board to institute summary proceedings against any person contravening the provisions of the Public Health Ordinance of 1901, as provided for in sections 27 and 91. The members of the board unanimously minuted their approval.

## WATER POLO.

V. R. C. "C" team will play V. R. C. "A" team in the Semi-final of the Hongkong Water Polo Challenge Shield competition to-day at the V. R. C. Rowing Club, at 5.45 p.m. sharp.

Ladies are cordially invited by the Committee.

The following are the teams—  
V. R. C. "C" TEAM, (WHITE CAPS).

Goal—F. D. Bain.  
Backs—R. Lapsley, C. E. A. Hance.  
Half-back—Frank Jorgie.  
Forwards—A. Humphreys, A. E. Alves (Capt.), N. H. Alves.

V. R. C. "A" TEAM, (RED CAPS).

Goal—A. J. Munkie.  
Backs—A. Lousier, H. A. Lammet.  
Half-backs—A. A. Alves (Capt.).  
Forwards—H. S. Kennel, F. K. Tata, C. M. Alves.

Referee—Cpl. Morris, R.A.  
Timekeeper—F. W. White.

R. A. 25th Co. E.D. will play R. W. F. (Right) in the semi-final of the Hongkong Water Polo Challenge Shield competition to-morrow at 5.45 p.m. sharp at the V. R. C. Rowing Club. Ladies are cordially invited by the Committee.

The final will be played at the same time and place on Saturday the 24th and ladies are also cordially invited by the Committee.

## THE QUARANTINE OF VESSELS FROM HONGKONG IN NETHERLANDS INDIA.

Various correspondence has passed to and from the Sanitary Board with regard to quarantining vessels from Hongkong on account of plague and smallpox. The vessel with regard to smallpox has since been withdrawn, but all vessels from leaving this port on account of the plague. The Principal Civil Medical Officer minuted—That attention should be drawn to the fact that there was no epidemic of plague now existing in this Colony.

## A CLEAN PORT AT LAST. NO MORE PLAGUE.

We have received the following for publication—

Colonial Secretary's Office,  
Hongkong, 22nd August, 1901.

Sir—I am directed to inform you that Plague is no longer epidemic in this Colony, and that Clean Bills of Health are now issued.

I have the honour to be, Sir,  
Your obedient servant,  
T. H. STEWART LOCKHART,  
Colonial Secretary.

## THE PLAGUE.

Number of cases reported (Chinese) 1,537  
up till noon of the 21st  
August, 1901 (Other Asiatics) 30  
(Europeans) 0

Number of cases reported (Chinese) 0  
during the past 24 hours (Other Asiatics) 0  
(Europeans) 0

Total number of cases reported to date 1,538

Number of deaths reported (Chinese) 1,503  
up till noon of the 21st  
August, 1901 (Other Asiatics) 11  
(Europeans) 0

Number of deaths reported (Chinese) 0  
during the past 24 hours (Other Asiatics) 0  
(Europeans) 0

Total number of deaths recorded to date 1,513

Since noon on Saturday last the cases and deaths are—

Cases Chinese 2  
Other Asiatics 0  
European 0

Deaths Chinese 2  
Other Asiatics 0  
European 0

Total 2

The plague returns for last week were—  
Cases 4  
Deaths 5

## TRAPPING ALL STORM-WATER DRAINS.

The returns as furnished by the Colonial Secretary show that 14 gullies connected with sewers are trapped and 429 untrapped. Of gullies connected with Storm Water drains 9 are trapped and 1103 untrapped. At a meeting of the Sanitary Board held on June 3rd it was resolved the Government should be requested to consider the desirability of trapping all the stormwater drains, as some of the storm water drains are as foul as the sewers.

## AT THE MAGISTRACY.

SAFE FOR A FORTNIGHT.  
Chung Lok is a rogue and a vagabond, he evidently wanders abroad and has no place to lay his head, he reckons he must live but, it seems, no one else sees the necessity. The Government decided through Mr. Kemp, to take charge of him for fourteen days.

LEUNG WING was found in a dwelling house, evidently for the purpose of committing a felony. He was sentenced to two months' hard labour.

THOMAS MOONEY, of England, was charged with being drunk and disorderly and damaging a police cell to the extent of 40 cents. He was fined \$3 or 14 days for the first offence and ordered to pay the 40 cents.

LAU KUM was fined \$3 for selling live snakes in Yau-ma-tei and causing an obstruction.

UNLAWFULLY WOUNDING.  
Tse Ngau was charged with the above offence by Leung Yau. The complainant said he was a silversmith at Aberdeen. He was near a temple on the 26th May, where a theatre was going on. He went on the stage. The defendant was collecting tickets. He said he could not go on the stage and drove him away and started him in the stomach with a knife. Several men struck him. The defendant ran away from him. He then went to the station.

P. S. Arthur Langley said a report was made to him by the complainant and he sent out and had the defendant arrested.

The defendant said he fought with the complainant, who fell down and was cut by the end of a bamboo. Mr. H. Zealand sent the defendant to prison for four months' hard labour.

DEATH TRAP.  
Wo O Kee was charged by Mr. R. T. Crisp of the P.W.D., with using improper building material and putting an extra story on an unsafe wall at Cochrane Street. Mr. Crisp said the main walls were rotten, being filled in with small pieces of bricks. The defendant was fined \$100 on two charges, \$200 in all.

JAPANESE TOPICS.  
(By Our Own Correspondent.)  
YOKOHAMA, August 1st, 1901.

The political unrest which has been conspicuous in Japan since the resignation of Marquis Ito's Cabinet continues to give signs of its presence. Premier Katsura and his Cabinet are being closely watched both in regard to foreign and domestic policy. The situation in China is beginning to excite new alarm, and apprehension is particularly directed towards Russia's alleged mysterious purposes, which, it is universally conceded, must inevitably spell more aggression. In the event of over-act, a strong hand will be needed, on the helm of Japan's ship of state, and it remains to be seen whether the new ministry, and especially its chief, will rise to the occasion. As a straw indicating the doubt prevalent as to various matters of importance, it is certain that the other day a deputation representing the Six Sections of the Upper House waited on the Cabinet Ministers with some pertinent questions.

The first question dealt with administrative reform; and the answer of the Cabinet was that no intention is entertained of appointing a committee of investigation, as was proposed by the Cabinet. The various departments are conducting the necessary investigations independently, and the practical results of their enquiry will soon be seen. The deputation then asked about the better control of local officials with a view to checking the corruption now believed to prevail. A reply was made that due examination was being made, and that the Government would not hesitate to adopt such measures as the circumstances might demand. The next two ques-

tions related to the prosecution of Government undertakings during the current fiscal year, and their cessation during next year. But no definite reply was elicited. The Minister President said that the matter was under consideration, and that he was not in a position to say anything conclusive. The official policy with regard to foreign affairs and education formed the subject of the fifth and sixth questions, but the replies were inconclusive, the deputation being referred to Professor Kikuchi's speech for information about education, and the question of foreign affairs being left virtually unanswered.

The subject of the introduction into Japan of foreign capital is again prominent. It has practically been decided to raise a loan of fifty million yen by the sale of war loan bonds, and negotiations are under way both with the French and English Governments to finance the project. Later, the settlement of the Chinese indemnity question has inclined the Cabinet to believe that England will prove the best buyer of the bonds, as the relations between the two governments were materially cemented by their diplomatic alliance during the discussion of the peace conditions. But France is also reported as favourably inclined to Japan, while America has every reason to be a prospective customer of the empire on an extensive scale, to increase Japan's purchasing power by loaning her all the money she needs on high-class securities.

The chief difficulty in the introduction of foreign capital hitherto has appeared to lie in Japan's inability to impress foreigners with the soundness and richness of her resources, and this chiefly because the Government is so new. In other words, it has hedged its securities and opportunities by an interminable amount of forms, regulations and red tape generally, until the average investor takes alarm and, always sensitive of the strange and unknown, turns to other perhaps less productive but simpler forms of investment. Japan is beginning to realise that in giving a good security she must first make that fact absolutely clear and well known, and secondly simplify the conditions surrounding its disposal. On the other hand foreign capitalists are beginning to realise that Japan offers an unique field for sound investment, if the official hedges surrounding it could only be reduced in number and kept trimmed.

The late extraordinary eccentricity of the weather has apparently settled down into the ordinary heated spell, with some good results. The gaily globe-trotter on his first visit to "Far East" proudly dons his brand new sun-helmet and immaculate "whites", and, with gay snash and green-lined umbrella, overruns the town, to the delight of "bikini" men, hotel and shop-keepers—and himself. The callous residents have been airing and sunning their household and personal goods after the muggy and "mildewy" weather of the past weeks, and the lucky ones are fleeing to the mountains to avoid the heat that is as "the wrath to come."

Best of all, the gloomy prognostications as to a short rice crop are being discounted, and though the market still rules high, there is that mysterious tendency towards an "easy feeling" which betokens satisfactory conditions. However, another "depression" is signalled by the meteorological sharp, so our optimistic views may yet be dashed by a violent "blow."

Two travelling companies of entertainment have just passed through here, and proved of very different calibre. The "Flying Jordan," a Vaudeville aggregation from America, has given two performances and drew good houses, though not offering all the attractions in its repertoire, owing to lack of facilities for operating their trapezes, moving pictures, &c. As they will probably visit Hongkong, you may prefer to "size up" the show for yourselves, but it may be mentioned that it can hardly be expected that a first-class company of fourteen persons would be able to afford a long trip such as this. As to the other "company," that is another story. It consists of only two persons—Herr and Mme. Marquardt—who are just celebrated for their violin and harp playing respectively. They gave a concert here (assisted by the best local talent) to a packed house, and earned golden as well as silver laurels. The foreign community here has been credited with a lack of appreciation for "vagrant talent," and Yokohama has been blackballed for its snobbishness, which the gods be praised! It should be understood that we are merely discriminating and will welcome the really good showman, as has been proved by the support accorded to Herr and Mme. Marquardt.

August 5th.  
The tourist season in Yokohama has contributed a sensation in the advent here of two prominent social climbers. Under the modest names of "Mr. and Mrs. Smith," which appeared on the passenger list of the *Nippon-maru* now in port, were concealed the titled dignity of Lady Frances Hope (formerly May Yobe, of theatrical fame), and Major Strong, late of the U. S. Volunteers, and only son of the late multi-millionaire, William L. Strong, who died at New York.

Lady Hope has been the heroine in numerous social scandals, and everyone thought that when she married Lord Francis Hope, who had a fortune of \$3,000,000, she would settle down. But she merely helped to ruin her lord. He failed three years ago for his three millions, and the official accounts revealed that he had spent \$105,000 in backing the Lyric Theatre, where May Yobe played; \$295,000 for eating and drinking; \$350,000 for betting and gambling; \$350,000 on behalf of other people; \$80,000 in raising money; \$200,000 in living expenses; and \$500,000 in minority debts. His lordship is now in London and has not been living with his wife for many months.

As to the association of Lady Hope and Major Strong, all that can be said is that they met in London and he followed her to New York, where she entertained him in her expensive flat, refusing to return to her hedge-lord. Then they made a bolt for San Francisco, and, being speedily identified by the "live reporters" of that lively sport, their history was published in detail. Major Strong was politely requested by the proprietors to leave his hotel, and took refuge in a French restaurant. In the meantime Lady Hope had engaged quarters on the *Nippon-maru*, and Major Strong had telegraphed his resignation from the U. S. Army. But the army authorities declined at first to accept such a resignation, and demanded that the major's reasons be sent in the usual way. The usual way, would have entailed Strong's missing the *Nippon-maru*, and was altogether too slow, and again he had recourse to the power of influence at Washington. Whatever his argument, he received the acceptance of his resignation in time, and the *Nippon-maru* sailed yesterday.

The major says the lady is obtaining a divorce from her husband, when he will rejoin her. In the meantime they propose enjoying a honeymoon trip in the Far East, and may settle down for a time in Yokohama or Hongkong. All this has proved a delicious morsel for local gossip to roll upon the tongue.

## WANTED: IMPROVED MANNERS.

Under this title the *Peking and Tientsin Times* prints the following paragraph and suggestions—

A great many demands are made on the British Municipality, but we are tempted to add yet another to the list. The Municipal Fathers have very successfully drilled users of the public thoroughfares into some sort of appreciation of the rights of others, and into the elementary idea of the relative claims of right and left, to the general advantage of all. They have, too, ably demonstrated the absurdity of ill-regulated extravagance in the matter of risk-taking. Would it not be possible, therefore, for them to go a step further and for the public benefit post up a few elementary rules for good behaviour at public entertainments? There are several prominent places in the Gordon Hall where, for instance, a few rules might be posted for the guidance of persons in the audience whose early education was somewhat hurried, or who have since had no opportunity for practicing the principles of self-restraint and consideration which the ethics of good breeding entail. We really suggest the following as evidently being badly needed in Tientsin, as instanced last Saturday night.

1.—Loud and incessant talking during performance not only annoys the rest of the audience, and disconcerts the performer, but stamps the offender as unaccustomed to polite society. The offence is aggravated when ladies are present.

2.—Public performers are quite frequently sufficiently human to possess sensitive feelings, and especially females, suffer acutely when they are being unnecessarily "sussed."

3.—Derisive cat-calls and hisses are seldom or ever justifiable, in Tientsin. If occasion demands them, the B.M.C. keeps a special apparatus on hand, and gentlemen of the audience need not exhaust themselves.

4.—Refrain as far as possible from bending low in your seat with your fingers in your ears when either a lady or gentleman is singing, even if the vocalist sings flat. You demonstrate your musical superiority much more forcibly by quitting the Hall if the performance annoys you. By remaining to vent your displeasure by annoying those around you, only awaken suspicions that your musical ability corresponds with your manners.

The above should be clearly printed in continental languages as well as English, and might serve to check the growing disregard for order noticeable at many of our public entertainments.

## THE CHAMPION WORLD WALKER.

GEO. SCHILLING BACK AT COLOMBO.

Geo. M. Schilling, the enterprising young Pittsburgh athlete, who is walking round the world on a wager, and who left Ceylon on the 23rd September last year by the steamship *Bombay*, returned to Colombo from Yokohama by the N. Y. K. s.s. *Hitchi Maru*. In conversation with a Press representative Schilling stated that since he left Colombo, he had put in 4,600 miles of walking, which, with the 20,000 he had already done in America and Australia, makes a total of 24,000 solid miles. "From here," said Schilling, "I went by the s.s. *Rombya* to Calcutta, where I commenced my walking tour through India. From Calcutta to Bombay is a big walk—1,500, but I survived it. At Bombay came my greatest trouble—I lost my noble dog 'King II', the favourite friend, companion, and solace in all my trials and difficulties. In other respect I had a good time in India. From Bombay I took train back again to Calcutta, thence on to Rangoon and up to Mandalay, and thence to Bhamo on the Chinese frontier. There I was advised not to go inland, but I headed not the advice, and did a few hundred miles into the Yunnan provinces. The country was, however, swarming with Boxers, and finding things getting warmer and warmer daily, I bethought me of the old adage that 'discretion is the better part of valour,' and went back to Rangoon. I had, of course, lost a lot of time, and had, moreover, suffered badly in Burma from malaria and dysentery, which knocked me down fearfully. From Rangoon I made my way to the Straits, doing Penang, Singapore, Hongkong, and Shanghai. At Shanghai I made an effort to walk to Peking and Tientsin, but found things comfortably warm. I managed to put in only 300 miles in the Yangtze Valley, and attempted to cross the Szechuen province, but the danger was too much for a one-armed man to face, so I walked back to Shanghai, and took steamer to Nagasaki. From here I 'footed' it through Japan for more than a thousand miles, going Tokyo and Yokohama thoroughly. From Yokohama here I am, having arrived by the *Hitchi Maru*. From Colombo, I mean to take the first boat I can get to South Africa. Having done South Africa I shall travel off to Delagoa Bay, take steamer to Egypt to European Turkey, and then through Europe to England; and cross over back into America."

## THE FOCHOW ARSENAL.

The *Calcutta Englishman* publishes an interview with Mr. Brill, an American, and a late official in the Chinese Government, who states that in the factories and arsenals of Fochow the Chinese are now manufacturing hundreds of rifles daily, besides cannon and quick-firing guns. A smokeless powder factory will be completed in December, and the authorities are now working night and day. Mr. Brill was intimately acquainted with Chang-Chi Tung, the Viceroy of Hainan, who prevented the Boxers spreading to the Yangtze. This powerful rising Viceroy is strengthening the army. Japanese and German officers are busily engaged reorganising and drilling the troops. He is convinced that China's power is unbroken.

[This appears to us to partly answer the question of a recent correspondent re the Fochow Arsenal.—Ed., H.K.T.]

## THE UBIQUITOUS CHINAMAN.

Our contemporary, *The Englishman*, says the *Mandarin Herald*, writing about Chinamen immigrating to Calcutta, from the Canton districts, and then finding wives among the lower classes of the Eurasian community, makes the remark "that the children of these marriages are generally educated on Western lines" (that is to say, they are taught to speak, read, and write English, and are given a grounding in arithmetic and accounts). They are then apprenticed to their fathers' trades. This fact may partly account for the rapidity with which Chinamen are ousting natives of India in the business of shoe-making and carpentry, which they have made their own in Calcutta. Burma offers a good field for Chinese immigration, and the only wonder is that the Government do not sufficiently encourage Chinamen immigrating thither. Down at Australasia Chinamen have flocked in shoals, some contracting marriages with European women, and from past experience have been found to be good factors and formidable rivals not only in commerce but in the several handicrafts of trade, so much so that their immigration into the Colonies has been made prohibitive by taxes and other heavy obligations.

## THE RONG LAW.

The *Siam Observer* says one of the most interesting sights Bangkok can offer is undoubtedly the Rong Law, a place where they can make anything from the proverbial needle to the anchor or from ice for His Majesty's household to dumb-bells for the students at the Naval School. Taking advantage of the Bank Holiday a representative of this paper paid the place a visit and spent several hours profitably in viewing the various workshops. A lot of bronze bells attracted attention by the excellence of their moulding, they being cast in one piece, a fact rather surprising to the ordinary lay mind. These bells, which weigh about a hundredweight apiece, are intended for various Wats. We have heard of turning swords into ploughshares and spears into pruning-hooks, but never before of guns being cast into statues of Buddha. Yet this operation is being conducted at the Rong Law foundry, where some ancient brass cannon, weighing altogether four tons, are being converted into a colossal image of Buddha. This, we understand, is to be presented to a Wat at Pitsunoloke by His Majesty the King on the occasion of his forthcoming trip up river. A very fine looking steam launch for the use of His Majesty upon the trip is nearing completion. Another successful use to which a large quantity of old brass guns is being put is the construction of a number of gates or pieces of fencing, which will ultimately surround Wat Benchamabophit, at Dusit Park. These are certainly very handsome and imposing looking and must require a vast amount of patience and skill to construct. An interesting relic stands in the foundry in the shape of an old English fourteen-pounder gun, bearing the Royal Arms and the date 1796. The history of the ancient piece of ordnance and an explanation of how it got into the present position would certainly prove interesting. The activity displayed at the Rong Law may be taken as any criterion of the country's progress and prosperity, Siam indeed has every reason to felicitate herself.

## NOTANDA.

CALENDAR.  
AUGUST.  
Meteorological means based on fifteen years' observations to 1898.

Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 82  
Rainfall ..... 13.482

TO-DAY.  
WEATHER REPORT.  
On date at On date at  
Barometer ..... 29.81 29.74  
Temperature ..... 81 83  
Humidity ..... 85 73  
Rainfall ..... 0.16 —

TO-DAY.  
Thursday, 22nd August, 1901.  
Chinese—9th of 7th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr. 31min.  
Sets ..... 5hr. 31min.  
Moon—First quarter 3hr. 29min. a.m.  
High water—Morning ..... 1hr. 14min.  
Afternoon ..... 1hr. 48min.  
Low water—Morning ..... 5hr. 51min.  
Afternoon ..... 6hr. 42min.

ANNIVERSARIES.  
1849—Governor Amaral of Macao assassinated by hired Chinese.  
1874—Seizure of steamer *Spark* by pirates, between Canton and Macao.  
1884—Telegraph line to Peking opened. Typhoon at Amoy.

TO-MORROW.  
Friday, 23rd August, 1901.  
Chinese—10th of 7th moon of 27th year of Kwang-shi.

Sun—Rises ..... 5hr. 31min.  
Sets ..... 5hr. 31min.  
High water—Morning ..... 1hr. 14min.  
Afternoon ..... 1hr. 48min.  
Low water—Morning ..... 5hr. 51min.  
Afternoon ..... 6hr. 42min.

ANNIVERSARIES.  
1834—The Prefect of Swatow and Lieutenant-General of Canton interviewed Lord Napier.  
1839—Hongkong taken.  
1866—Treaty of Prague; Peace between Austria and Prussia.  
1896—Attack on a shooting party at Deep Bay.

## AGENDA.

TO-DAY.  
Cargo ex *Sannu Maru* subject to rent.  
Cargo ex *China* subject to rent.  
Cargo ex *Parramatta* subject to rent.

TO-MORROW.  
Daylight—O. S. K. Co.'s steamer *Maiden* leaves for Amoy, via Swatow and Amoy.  
3 p.m.—Public Auction of Leasehold property situated at Shaukiung, by Mr. G. Lammet at his offices, Duddell Street, for Manilla.  
4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Manilla.  
4 p.m.—C. S. N. Co.'s steamer *Loongshang* leaves for Manilla.  
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manilla.  
Cargo ex *Andalusia* subject to rent.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 12th.  
Mr. H. Schröder has joined the s.s. *Lyemoo* as 2nd officer.  
Mr. Attwood, joins the *Haitan* at Amoy, temporarily, as 3rd officer.

August 20th.  
The officers of the *Catherine Apear* (Capt. S. H. Beldon) are—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, H. J. Edwards.

The officers of the *Wing Sze* (Capt. H. Seltzer) are—Chief officer, Mr. Bland, 2nd, H. W. Wear, chief engineer, Mr. Smithers, and Mr. Bushby, 3rd, Mr. Moore.

## SHIPPING AND MAIL NEWS.

MAILS OUT.  
American (*Peru*) to-morrow.  
French (*Indo*) 26th inst.  
American (*Corinth*) 26th inst.  
Australian (*Arctic*) 1st prox.  
American (*Amelia Maru*) 7th prox.  
Canadian (*Empress of Japan*) 10th prox.  
American (*City of Peking*) 14th prox.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Hoi yesterday and sails to-day for Kobe.

The E. & A. Co.'s steamer *Ardra* from Sydney &c. left Port Darwin yesterday for Manila and Hongkong.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* left Vancouver on Tuesday the 20th inst., for Hongkong via the usual ports of call.

The N. Y. K. Co.'s steamer *Kaga Maru* (American Line) left Shanghai for this port on the 21st inst., a.m., and is expected to arrive here on the 24th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Soleat, ..... at Kowloon Dock  
*Wilmington*, .....  
*Nippon Maru*, .....  
H.M.S. *Brisk*, .....  
*Haitan*, .....  
*Victoria*, .....  
*Canton River*, .....  
*D. J. de Austria*, ..... Cosmopolitan

## Shipping.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON & ANT. WERT, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 23rd Aug., at Daylight
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKO- HAMA	TO-MORROW, 23rd Aug., at Noon
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 23rd Aug., at 4 P.M.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

STEAMERS	DESTINATIONS	SAILING DATES
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)		Sunday, 25th Aug., at Daylight
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)		Tuesday, 17th Sept., at Noon
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)		Saturday, 12th Oct., at Noon

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 25th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 21st August, 1901.

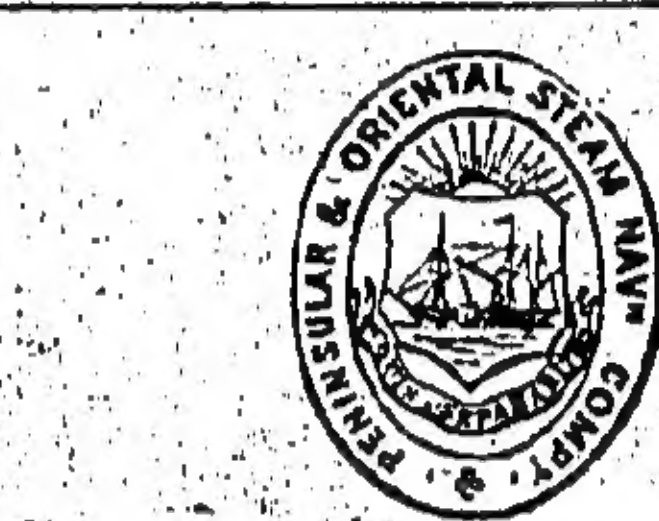
## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the Orient.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Western Agents, 22, Raffles Place, SINGAPORE; GEO. HUTCHESON, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents, Hongkong, 20th July, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"MASSILIA," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 31st instant, at Noon, taking Freight and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN,  
Kobe and YOKOHAMA.FOR VICTORIA, B.C. and TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	Proposed Sailings
----------	------	----------	-------------------

Bramar ..... 3,601 W. Wait ..... Sept. 3

Duke of Fife ..... 3,821 J. S. Cox ..... Sept. 10

Queen Adelaide ..... 2,832 F. McNair ..... Sept. 25

Olympia ..... 2,837 J. Truebridge Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STENOGRAPHERS carried.

Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA; DINING CAR in

attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days.

Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA,  
TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,  
General Agents.

Hongkong, 22nd August, 1901.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"JUPITER" ..... about 4th Sept.

"MOGUL" ..... 21st Sept.

"KURDISTAN" ..... 14th Oct.

"SARUMA" ..... 28th Oct.

"LENNON" ..... 11th Nov.

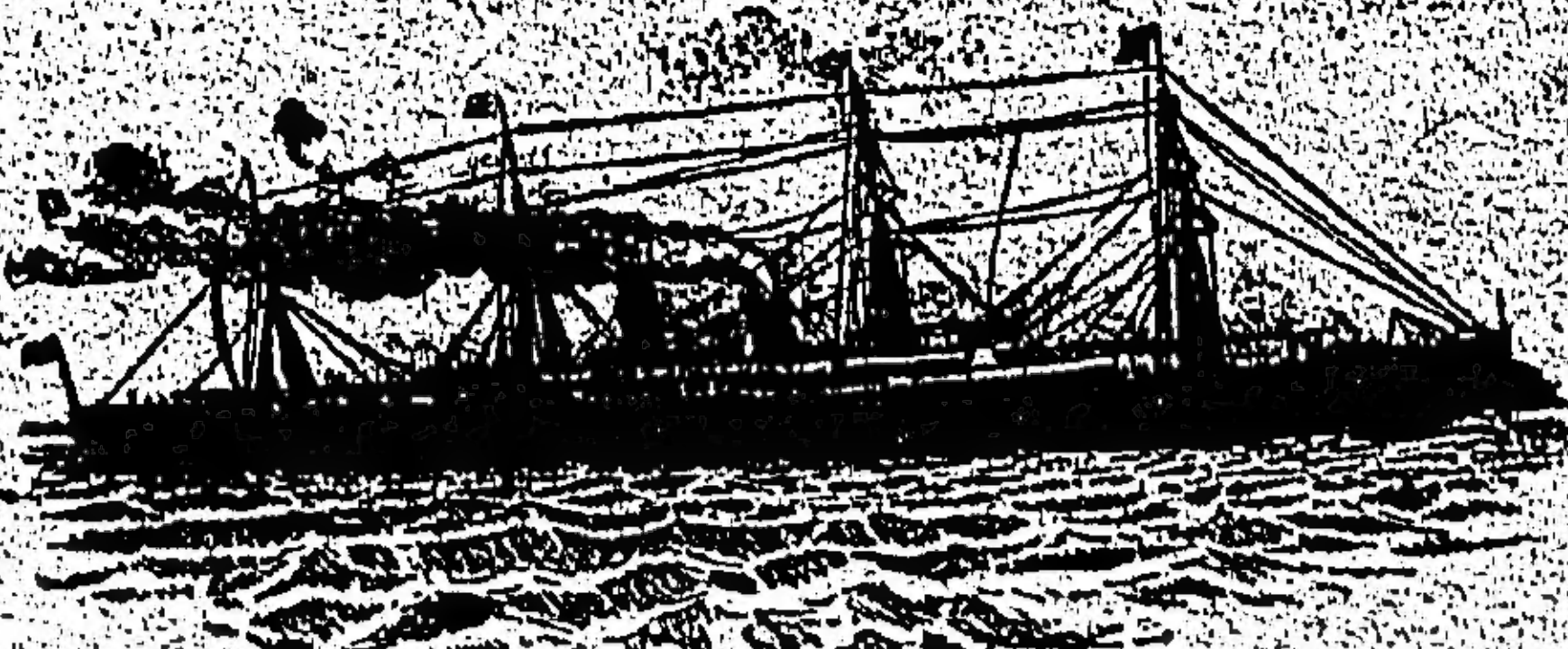
For Freight and further Information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 20th August, 1901.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PEAU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

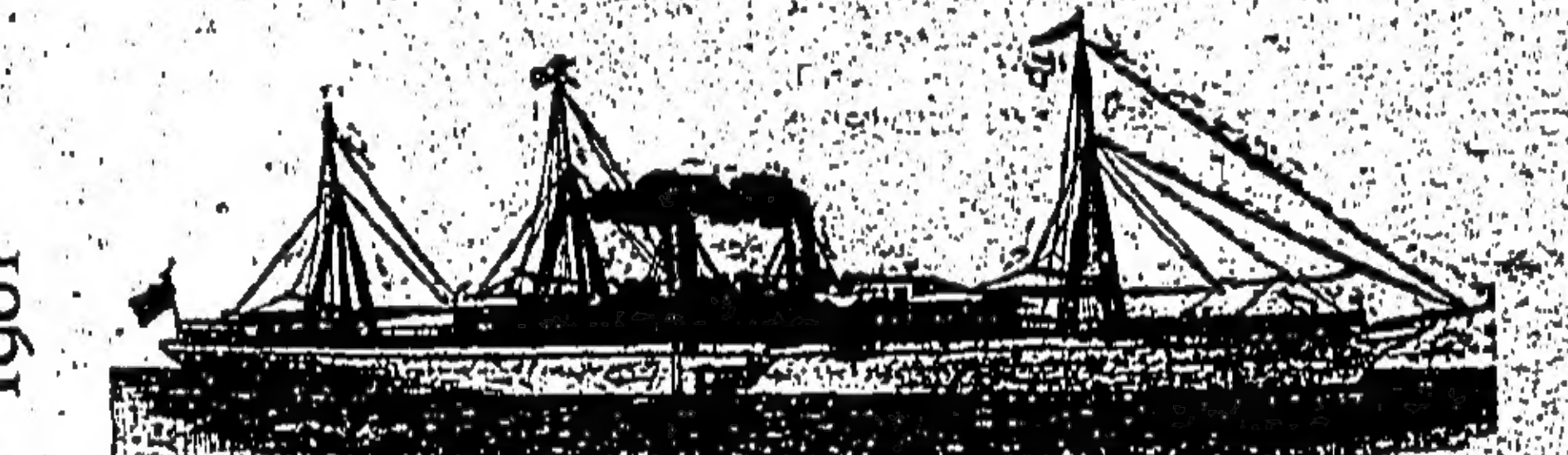
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 7th August, 1901.

## HAMBURG AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEBANT, BLACK SEA and BALTIC PORTS NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ALEXANDRIA	HAVRE and HAMBURG	27th Aug.
ROEDER	(Calling at SINGAPORE and PENANG)	10th Sept.
SIBERIA	HAVRE and HAMBURG	21st Sept.
Pennina	(Calling at SINGAPORE and PENANG)	10th Oct.
ANDALUSIA	HAVRE and HAMBURG	21st Oct.
ARABIA	(Calling at SINGAPORE and PENANG)	10th Nov.
ARAGONIA	HAVRE and HAMBURG	21st Nov.
FRIGIA	(Calling at SINGAPORE and PENANG)	10th Dec.

End of August or beginning September.

For further Particulars, apply to

HAMBURG AMERIKA LINIE,  
HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 7th August, 1901.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW, NINGPO and SHANGHAI	WOOSUNG	23rd instant.
SHANGHAI	CHANGSHA	30th instant.
KOBE and MOI	KANSU	31st instant.
SHANGHAI	KUANG	31st instant.
TIENSIN	YANGLANG	1st instant.
MANILA	TAIYUAN	10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE		

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 22nd August, 1901.

[51c]

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	TYDEUS	16th August.
	ULYSSIS	5th September.
	AGAMEMNON	19th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	STREPTOR	3rd September.
	ADOMENEUS	17th September.
LIVERPOOL (DIRECT)	ATAK	1st October.
(Taking Cargo at LONDON RATES)	ORESTES	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

[12]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 17th August, 1901.

[887c]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Screw Steamship

## "KASUGA MARU."

(3,872 Tons Gross, Captain H. Fraser), will be despatched for the above Port, TO-MORROW, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,  
Manager.

Hongkong, 15th August, 1901.

[879c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

## FOR TAMSUI VIA SWATOW &amp; AMOY.

## THE Company's Steamship

## "DAIGI MARU."

Captain K. Kobayama, will be despatched for the above Port, on SUNDAY, the 25th instant.

For Freight or Passage, apply to

THE MITSUI-BUSSAN KAISHA,  
Agents.

Hongkong, 14th August, 1901.

[256c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Asami, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI-BUSSAN KAISHA,  
Agents.

Hongkong, 14th August, 1901.

[321c]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "ATAKA."

Captain will be despatched for the above Port, on or about the 10th September.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 20th August, 1901.

[871c]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

## IN CONNECTION WITH&lt;/







